

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:08 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 645 Const Calendar Day: 71 Date: 14-Aug-2012 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 04:30 pm Break: 00:30 Over Time: 01:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.00"**Condition** Overcast in the AM to sunny in the PMWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Surveyed the tower using the same 4 points mentioned yesterday, and confirmed that the tower deflection remained at 509mm to the west. The actual time of survey (taking shots on the tower) was conducted from 10:45am to 11:00am. Bob informed me at 10:45am that the tower was ready to be shot. The ambient temperature during the survey was 57F under partly cloudy skies. The wind speed was measured from the West Northwest direction at 8mph with a barometric pressure of 29.84"Hg. To my understanding after talking with Mohammed, Sami, and Bob the following below is the conditions of the tower for the tie-back release to date:

1.) ABF ironworker crews released a total load for the last two days of approximately 500kips (300kips yesterday + 200kips today) from the tower tie-back system.

2.) All of the shims between the erection tower and the permanent T1 tower have not been removed.

3.) Some of the tension in the sidespan highline cables was released prior to the survey.

It should be noted that this survey was conducted in Phase 1/Step 1 of the bridge load transfer. To reiterate, the anticipated distance that the tower was calculated to release was 36mm East from a net deflection of 518mm West to 482mm West. See Bob Brignano's diary for more details on today's stressing operations at the tower tie-back foundation. Bob is taking over responsibilities for this operation from Sami.

- Spent the majority of the morning monitoring the progress of the tower tie-back release to perform a survey immediately after the load change.

- Set up and disassembled survey equipment for the tower tie-back release which takes a significant amount of time.

- Began to process the surveying data for the last few days for the tower tie-back release. Sent an email to Caltrans structures construction personnel summarizing today's survey.

- Wrote an email to Nelson Aguilar in District 4 surveys requesting that the Skyway bikepath be As-Built primarily focusing on the cross slope for AADD requirements.

Attachment

ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

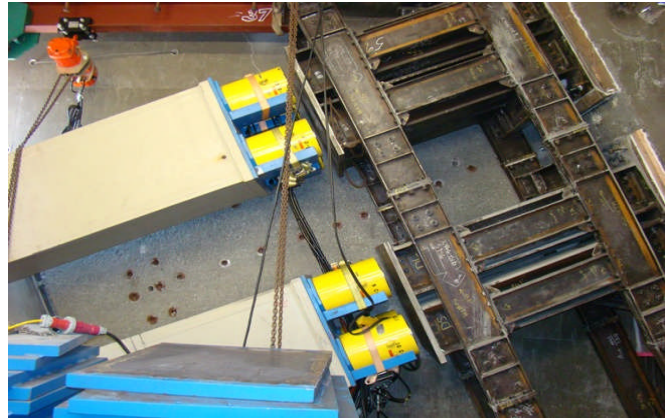
Inspector Name Bruce, Matt

Diary #: 645

Date: 14-Aug-2012 Tuesday



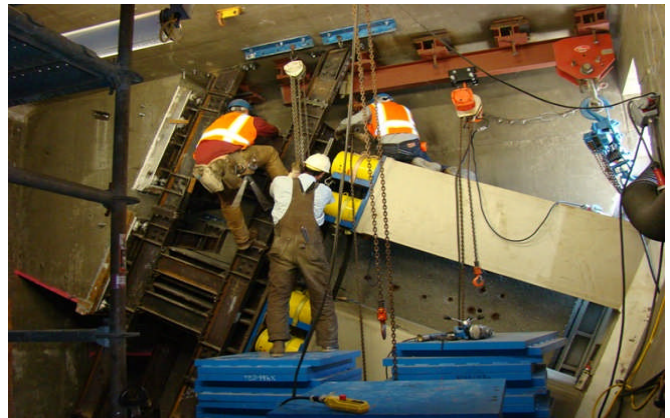
Mini prisms placed on the west face of the tower saddle used to monitor the tower tieback deflection.



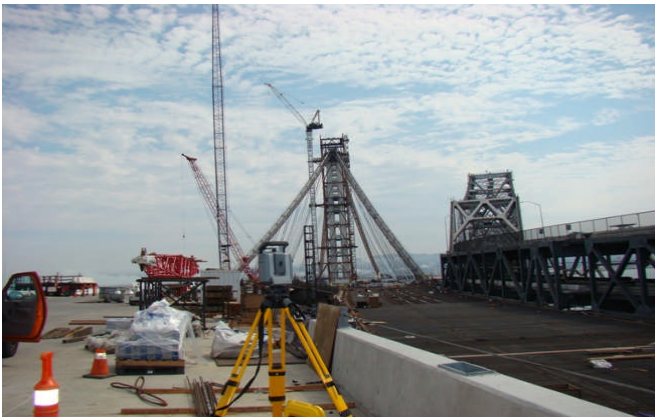
Jacking saddle frame, jacks, and support steel seen in the south W2 void area looking north.



The Favco tower crane hoisting the tower head diaphragm into position.



ABF ironworkers positioning the jacks at the west jacking saddle.



Location on the YBITS W-Line bridge where the tower tieback release is being monitored, also note the partly cloudy conditions at the end of survey.



The tower head diaphragm erected in its final position looking north.